Public Works (1895) Department.

G.O., No. 157 R

DATED 12th Septr

[Despatch Abstract.]

Division of the E. C. Ry. for working purposes.

Letter to the Govt of India forwarding protest by the Chamber of Commerce against the ——— at Vizianagram between the Madras and the Bengal-Nagpur Railways

[P.W. 25. 5,000—30-11-95.]

Indexed.

BACK PAPERS.

2105
10

Encl 1
Recd: 18.3.95

No. 34 Statistics.

Simla, the 15th February 1895.

NOTE BY THE DIRECTOR GENERAL OF RAILWAYS.

Kolar Gold-fields railway.

Revenue Account for the half-year ended the 30th June 1894.

The above account and the note thereon have been examined and the following points are noticed:

Account. With the exception of the abstract revenue account, abstracts H.I, and K, and the statements of open mileage, train-mileage, interest, net Revenue Account and abstract of principal commodities, no other statements have been furnished, and those that are furnished are generally incomplete, out of place and not in accordance with the standard forms circulated under Public Works Department Circular No.XX Railway of 1893. Under clauses 2 and 13 (c) of the Agreement between the Government of His Highness the Maharajah of Mysore and the Madras Railway Company for the maintenance and working of the Kolar Gold-fields railway, a full statement of accounts should have been furnished by the Madras Railway Company.

Receive from page 152 Special Railway Department

To the Progress Statt

2. Accounts, Statement No.7 The total expenditure should apparently have been shown as Rs.26,89,118-6-10 instead of as Rs.26,89,118-5-6; dependent figures change accordingly.

3. Accounts, Abstract H. Season tickets The actual number issued should have been shown instead of their equivalents, the latter being given in footnotes.

Note by the Consulting Engineer for Railways.

Paragraph 2- The actual length of mileage open (10) has been shown instead of the mean mileage worked during the

half

half-year (1·66).

Dw S.I
2105/95

A.R.

Note by Government Examiner Railway Accounts Madras, on Government of India's No. 59 R. Stat, dated 7th March 1895 enclosing a note by the Director General of Railways regarding the accounts of the Kolar Gold Fields Railway.

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1. The points brought to notice in the Director General's note on the accounts of the Kolar Gold Fields Railway have been discussed with the Auditor of the Madras Railway with the following results:-

(a) The Auditor, while expressing every desire to meet the wishes of Government in the matter, pointed out that the agreement provides for the submission of a Complete account to the Mysore Government and not for the publication of any set forms of half yearly account to the Government of India and that the account published was prepared more for the information of the other Contracting party than to Comply with the requirements of the Government of India.

(b) The Auditor, however, stated that he was quite willing to submit Complete Capital and Revenue accounts in State Railway Form if such a Course should be Considered necessary and provided that all necessary information regarding Capital outlay be duly furnished to him from time to time by the Mysore Government.

2. (a). In Course of the discussion the questions also arose whether, as in terms of the Contract the State Line practically forms an integral part of the Madras Railway, any separate published account was necessary or whether the balance payable to the Mysore State should not be shewn as a charge on the Madras Railway net revenues under the Head of Rent of Leased Lines as is done in similar Cases on the Great Indian Peninsula Railway.

(b) The Company's present mode of procedure is to exclude the earnings of the State Line from its own revenue account and to deduct the agreed percentage for the working cost of the State Line from its own working charges.

(C) The Auditor pointed out that in adopting this course he followed the procedure obtaining on the Bombay Baroda & Central India and Southern Mahratta Railways, but stated that he is quite willing to deal with the question in any other manner required by Government in future.

3 (a) In addition to the foregoing points discussed with the Company's Auditor, a further point also requires settlement, viz the extent of the Local Government's Control.

(b) As Government Examiner, I was unable to

to certify the recently completed half yearly accounts of the State Line for the reasons that the Mysore State had no claim on my services and my certificate would have been practically a pledge by the Government of India that its Examiner had thoroughly checked the whole of the State Railway income and certified that it had been dealt with strictly in terms of the working agreement.

(C) If such an examination be contemplated, I would venture to point out that it would necessitate additions to my establishment and the Special allocation (of the cost of such additions) ~~thereof~~ as well as of a portion of the cost of my own salary and office expenses against the working expenses of the State Line.

(d) I would further beg to point out that the agreement makes no provision, as in the case of the South Indian Railway and other Lines, for the State Line being charged a fixed rate per mile for ordinary Government Control.

4. Under the foregoing circumstances, it seems necessary to ask for the definite orders of the Government of India on the following points:—

(a) How are the earnings and expenditure of the State Line to be dealt with in the accounts of

of the Madras Railway.

(b) Is a separate half yearly account necessary for the State Line and, if so, should it not more properly be furnished by the Mysore State in State Railway forms, containing only details regarding Capital, and net revenue compared with interest charges.

(c) Is a separate analysis of working necessary or should the whole transactions be treated as pertaining to the Madras Railway

(d) To what extent is the Local Government responsible in respect of Control over the State Line.

(i) It may probably be assumed that the Control of this Government covers all executive questions relating to Railway working and to public safety.

(ii) As regards financial questions it is, however, doubtful whether the Local Government is concerned in anything but the watch of Imperial Interest through the medium of the Madras Guaranteed Railway Company.

(e) What amount, if any, is to be levied in respect of Government Control.

(f). If any charge is to be levied for Government control will it be payable out of the State Railway net revenue or paid by the Madras

Railway

Railway and included in its percentage for working expenditure.

L Robertson

22.3.95

GR

R

N°. 208. R. 726 March 1895

Simla
Works Calcutta.

N° 208. R. dated 26th March 1895

Sir.

With reference to the note by the Director General of Railways on the Revenue Account of the Kolar Gold fields Railway for the half-year ended 30th June 1894, received with your letter No 59. R. Stat dated 7th March 1895 I am directed to forward the accompanying note by CR and to solicit orders on the following points raised therein.

(1) How are the earnings and expenditure of the Kolar Gold-fields Railway to be dealt with in the accounts of the Madras Railway?

(2) Is a separate half-yearly account necessary for the Kolar-Gold-fields Railway, and if so should it not more properly be furnished by the Mysore State in State Railway form containing only details regarding Capital and net receipts compared with interest charges.

(3) Is a separate analysis of working

necessary, or should the whole transactions be treated as pertaining to the Madras Railway.

(4) To what extent is the Madras Government responsible in respect of control over the state line?

(5) What amount, if any, is to be levied in respect of Govt Control

(6) If any charge is to be levied for Govt Control will it be payable out of the Kolar Gold field Railway net revenue, or should it be paid by the Madras Railway and included in its percentage for working expenditure -

2. It is understood that the Madras Railway are willing to submit the accounts in question in any manner that may be desired by the Government of India, and that until its orders on the subject are received the present practice will be continued -

SDyl
24/3/95

17/5

DWC-No. 2105

No. 1172 dy 5th April 1895.

Copy forwarded to A&M with reference to his letter No C.29/325 dy 3-4-95

(2) ADG S.

WC 8.7.4

Checked by E.R. Entries included

30/4

Madras Railway Company

No. 11

(A. & M. 1)

No. R29
425

Ex

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 2nd May 1895

From

The Agent and Manager. M. R. Co.

To

The Consulting Engineer for Railways.
Madras.

Sir,

With reference to your endorsement No. 1172 of the 5th ultimo on copy of a communication from the Government of India regarding the Revenue account of the Kolar Gold Fields Railway for the half year ending 30th June 1894, I have the honor to forward herewith for your information copy of a letter addressed to me by the Acting Chief Auditor on the subject. I shall be glad if you will advise me what action you wish to be taken on the question relating to season tickets raised in the closing para of the Acting Chief Auditor's letter.

I have the honor to be,
Sir,
Your most Obedt. Servant

Agent & Manager

REGISTER
No 996
FILE

Madras Railway Company
Chief Auditor's office,
Madras, 29th April 1895.

No. A/508.

The Agent and Manager
Madras Railway Company

Dear Sir

Your Endorsement No. R 29A dated 6th Instant on copy of letter from Government of India Public Works Deptt. No. 59R Stat of 7th March 1895

I beg to acknowledge receipt of the note No. 34 by the Director General of Railways dated 15th February 1895 on the Kolar Gold Fields Railway Revenue account for June 1894 which accompanied the above.

The desire of the Government of India that the accounts may be prepared in accordance with the State Railway forms shall be complied with in future.

The difference of a.P. 4 mentioned by the Director General is noted; it did not affect the accounts of the K. G. F. Railway.

Season Tickets. The equivalents instead of the actual number of season tickets issued are shewn in the body of Abstract H in accordance with para. 59 of the note by the Director General of Railways No. 301 Statistics dated 23rd August 18[illegible] on the Capital and Revenue accounts of the Madras Railway forwarded with Madras G. O. No. 2241 R date 16th September 1892, and I shall be glad if you will ascertain whether it is now decided that our former practice should be reverted to.

Yours faithfully
(Sd) J. Wattie
Chief Auditor

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LETTER No. R29 425 2/5/95
FROM Agra

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No. 339. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Coty 13th May 1895.

SIR,

In continuation of my letter No 208 R, dated 26 March 1895. I am directed to state, with reference to the Director General's remarks against Abstract H, "season tickets" in his Note no 34 Stat- dated 15 Feby 1895 received with Govt of India letter No 59 R Stat, dated 7th March 1895, that the equivalents instead of the actual number of season tickets issued are shewn in the body of Abstract H in accordance with para 59 of the Note by the Director General of Railways No 357 Stat, dt 23 Aug 1892. on the Capital & Revenue Accounts of the Railways forwarded with Govt of India (FD) letter No 403 RS, dt 30 Aug 1892. I am therefore to enquire which